



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

clusions and disagree with his belief that the changes of the last half century in the relative positions of the two parties to the matrimonial contract have been almost wholly beneficial, and who cannot agree with his opinions upon the general advancement of women during that period, may still find his arguments of interest, while those who do agree with him will be glad that their beliefs have found so strong and optimistic a champion.

M. C. K.

---

**STREET RAILROAD ACCIDENT LAW.**—A Complete Treatise on the Principles and Rules of Law Applied by the Courts and Territories of the United States and Canada in Determining the Liability of Street Railroads, for Injuries to the Person and Property by Accidents to Passengers, Employees, and Travellers on the Public Streets and Highways, and on the Pleading and Practice in the Various Jurisdictions in Street Railroad Accident Litigation. By ANDREW J. NELLIS, of the Albany, N. Y., Bar, and Author of “The Law of Street Surface Railroads.” Pp. 711. Albany, N. Y.: Matthew Bender, Publisher. 1904.

It has been truly said that perhaps one-third of the cases which are tried in the Common Pleas Courts in this country are claims for damages arising from injuries caused by the negligence of transportation companies. To the average practising lawyer, then, thorough acquaintance with a branch of the law so productive of litigation will readily be seen to be of prime importance. And although the general field of negligence law may be said to be fairly well covered by treatises of decided authority on the subject, there are as yet but few works which are devoted exclusively to the consideration of the law of negligence and damages as applied to street railways. A volume on this subject—so important both to the student and the lawyer and yet of such comparatively recent growth—is presented in Mr. Andrew J. Nellis’s “Street Railway Accident Law.”

It has been the author’s endeavor to state the general principles and rules of law as applied to street railways, and also to give in clear and compact form a statement of the precedents established. Mr. Nellis claims that “the application of general principles and rules must determine cases where exact precedents are not to be found.” Yet as liability must depend ultimately on but one question,—negligence,—it cannot well be said that the subject is one which presents as much opportunity for a discussion of general principles as would be afforded by a broader division of law. Allowance for this limitation of the subject must be made in estimating the value of the book,

which, indeed, from its unavoidably narrow scope, we cannot, perhaps, reasonably expect to be a liberal exposition of principles or theories of law, but rather a collection of circumstances arising out of the multifariousness of human affairs, in which it has been held that the defendant street railway company has or has not been guilty of the negligence which resulted in the plaintiff's injury. If fault is to be found with the book, it is on this score: it is too much in the nature of a compilation of abstracts of cases; but since there is but one test of liability,—namely, negligence,—this may be unavoidable, as has been already suggested.

It is evident that the book has been logically and systematically planned, and that it has been written in a thorough and painstaking manner. It is no exaggeration to say that thousands of decisions have been taken, analyzed, classified, and arranged, and given to the reader in a form convenient for ready reference and use, together with a full presentation of the facts, reasons upon which the decisions are based, and copious notes thereto. Not the least valuable part of the work are the chapters on "Pleading," "Presumptions," "Burden of Proof," "Evidence," "Elements and Measure of Damages," and other questions of practice.

The book may well be said to be an exhaustive and accurate treatment of "Street Railway Accident Law" and one which will justify the preparation of and will satisfy the demand which has existed for the preparation of a volume devoted exclusively to negligence cases against street railways.

F. H. S.

---

ELEMENTS OF CORPORATION LAW. By JOSEPH C. FRANCE.  
Pp. xxi+499. Baltimore: M. Curlander. 1904.

This is a text-book of corporation law adapted primarily to the use of students, and has been prepared more especially for the use of those who expect to practise in the state of Maryland. The author states his aim as follows: "First, to present the underlying conceptions and something of the history of corporations; second, to indicate the leading views on important controverted questions; third, to deal, more at length, with the decisions of the United States Supreme Court and with the law of Maryland." Where the law of Maryland differs from that established by the weight of authority a note is made thereof. The book is a somewhat condensed presentation of a very large and complex subject, but is well proportioned and has the advantage of being concise. An appendix of forms containing form of certificate of incorporation under the general